

WORK OF LIVE STOCK CONVENTION

It is Reviewed by President Springer in a Signed Article for the "News"—Was Unprecedentedly Successful.

President John W. Springer today, in a signed article for the "News," reviewed the work of the National Live Stock association, which concluded its fourth annual session in this city last evening. It will prove interesting reading to a few people. Here it is:

The fourth annual convention of the National Live Stock association, which terminated yesterday afternoon, has been a success in every sense of the word. Without doubt the attendance was larger than it has been at any of the previous gatherings of the association, and the work of the convention has been of a more important character than in any of its previous sessions. Many important resolutions have been adopted, and action has been taken which will redound to the benefit of one of the most important industries of the United States. The association has held its sessions in various parts of the country, and has brought together men of the highest standing in the live stock industry. It is a pleasure to say that the convention has been a success in every sense of the word. It has been a success in every sense of the word. It has been a success in every sense of the word.

When it comes to the social side of the convention, Salt Lake has treated the stranger within her gates royally. We have indeed felt that the city has been a success in every sense of the word. It has been a success in every sense of the word. It has been a success in every sense of the word.

But putting aside these pleasant features, and coming down to the real business of the convention, it is a pleasure to say that the convention has been a success in every sense of the word. It has been a success in every sense of the word. It has been a success in every sense of the word.

The first federal enumeration of live stock which was taken during the past year under the supervision of Mr. Martin, the secretary of our association, will undoubtedly be followed by the institution of a regular live stock census under the direction of the secretary of the United States. The resolution in regard to the bounty on mountain lions, wolves and coyotes will undoubtedly bear fruit, while the great question which is of such vital importance to the residents of the arid States, that of irrigation, has not been lost sight of in the press of business that has come before the convention, and we will demand appropriate legislation therefor.

To briefly sum up the situation of the fourth annual convention of the National Live Stock association has been an unqualified success. There have been an exchange of ideas, co-operation in the direction of millions for defense, but not a cent for offense. The work has been accomplished which will yet be heard from in the halls of the legislators, and the stockmen have come together from all over the country to purchase and exchange commodities and have a good time. We will remember our hosts with pleasant thoughts of generous hospitality we have received from the residents of this fair State and beautiful city.

JNO. W. SPRINGER.

No External Symptoms.

The blood may be in bad condition, yet with no external signs, no skin eruption or sores to indicate it. The symptoms in such cases being a variable appetite, poor digestion, an indescribable weakness and nervousness, loss of flesh and a general run-down condition of the system—clearly showing the blood has lost its nutritive qualities, has become thin and watery. It is in just such cases that S. S. S. has done some of its quickest and most effective work by building up the blood and supplying the elements lacking to make it strong and vigorous.



My wife used several bottles of S. S. S. as a blood purifier and to tone up a weak and emaciated system, with very marked effect by way of improvement.

We regard it a great tonic and blood purifier.—J. F. Dwyer, Princeton, Mo.

S. S. S. is the greatest of all tonics, and you will find the appetite improved, the nervousness, strength returns, and nervousness vanishes as new rich pure blood once more circulates through all parts of the system.

S. S. S. is the only purely vegetable blood purifier known. It contains no minerals whatever. Send for our free book on blood and skin diseases and write our physicians for any information or advice wanted. No charge for medical advice.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

cess in railroad management" was the question asked the other day of a number of bankers of the city.

"Common honesty, I should say," replied one man. "His stockholders know and believe in him. They know that they will get as much out of the property as he gets. Every stockholder of the stockholders of the Great Northern road. It owns its own telegraph lines, its own express company, its own sleeping and parlor car service, its own dining car service. It is a complete self-sufficiency which contributes to its earnings is owned by the company. There is no miking along the way."

"Attention to detail, I believe, is the dominant quality in Mr. Hill," replied another. "He is a man of the same question. Singleness of purpose and a complete mastery of detail of everything connected with his property."

"Why," he continued, "he looks like a man of the same question. Singleness of purpose and a complete mastery of detail of everything connected with his property."

"Out of his head" was asked.

"Yes, out of his head, and his figures are always correct. It is marvelous. To illustrate: It is only a short time ago that the representative of one of the largest locomotive works in the country told me that in trying to get an order for locomotives from the Great Northern Mr. Hill took exception to the price. Finally, the question narrowed down to the cost of materials entering into the construction—bolts and rivets, screws and everything else."

"What rivet do you use in such and such a place?" asked Mr. Hill, specifying the part.

"The locomotive man replied and gave the cost."

"If you're paying that you're paying too much for them," replied Mr. Hill. "I can buy them for so and so, naming a price considerably lower."

Bearing upon this same subject, a story is told how once Mr. Hill was strolling through the train yard of the Great Northern road, and he noticed a lumbering up of the engineers was "limbering up" his locomotive by running it up and down short stretches of track.

"What are you doing there, my man?" called out the president.

"Only limbering her up a bit," returned the engineer.

"Do you know the cost of a locomotive of that pattern?" asked the president.

The man mentioned an approximate figure.

"Do you know the life of a locomotive?" Mr. Hill queried further.

Again an approximate period was given.

"Well, I know them both," Mr. Hill continued. "I know them both, and I know the number of revolutions they should make, and dividing the cost by the number of revolutions, I know the cost of each. Now, what you were doing was unnecessary and wasteful, for it shortens the life of the locomotive by just so much, and costs the company so much unnecessary money. You must not do it again."

President Hill has not yet exhausted his study of the economy of railroad operation. He studies it all the time. There is not a piece of property that he has not walked over, or ridden over on horseback, or in his trains, sometimes on a locomotive, sometimes in his private car, and often in the caboose of a freight train. He is a man of the open air or in a shack or tent more nights than would number up the days of some well-grown men. Without a doubt his familiarity with the country traversed by the Great Northern is, in part, responsible for his great success with that property, and has assisted him in working out the problem of carrying the greatest load in the least possible time at the lowest possible expense.

Mr. Hill did not originate the railroad system of Minnesota and the Northwest, nor did he really become a powerful factor in railroad affairs until a comparatively recent period. His early ventures were in connection with water transportation, and to these early ventures are due the inception of the idea that the lake steamship service of the Great Northern should be projected as a Pacific ocean steamship service between Seattle and Vancouver and China and Japan. Purely a product of the Occident, no man living in this country today is a firmer believer in the future of the Orient than he, and in the commercial relations that must exist between this country and China and Japan.

James J. Hill was born on a small farm near Guelph, in Upper Canada, Sept. 16, 1828. His father was of the sturdy race of Scotch-Irishmen, and his mother a Scotch woman, both frugal, industrious and religious, and they had a hard struggle to win a livelihood from the soil of a new country and rear a growing family of children. Mr. Hill's early life was precisely that of other farmers' sons of the period, very little schooling and a plenty of hard work on the farm, with the chores and the cattle. He succeeded, however, in getting a fairly good education, even to a slight knowledge of Latin, but when, at 15 years of age, his father died, he was unable to continue his education further, and was forced to take up with work in a country store.

When but 18 years old, in 1846, young Hill set out to seek his fortune in the States, as so many other young Canadians have done, both before and since his time. He remained for only a short period in the East, and in July, 1846, reached St. Paul, Minn., then a thriving little river town of 5,000 inhabitants in the remote Northwest. No railroads had penetrated to the city at that time, and the only means of reaching it was by the broad, flat, stern-wheeled steamboats that plied the Mississippi. His first employment was with the Dubuque and St. Paul Packet company, the agent of which at St. Paul was the firm of J. W. Bass & Co. At this stage in his career young Hill turned his hand to anything, loading cargo as a laborer, acting as clerk and levee agent, as well as of gangs and doing whatever presented itself to be done. He was indefatigable and obliging, and mastered all the details of river transportation, and in 1848 he was offered and accepted the agency of the Northwestern Packet company.

In the meanwhile railroad communication had been opened with St. Paul, and Mr. Hill, while still continuing as a river transportation agent, became a stockholder in the St. Paul & Pacific railroad, handling all the freight received from and transferred from the river bank. In 1849 he formed the firm of Hill, Griggs & Co., which engaged in both the transportation and fuel business, and which brought to St. Paul the first coal ever used there for fuel. The partnership lasted until 1850, and in the meanwhile, in 1850, Mr. Hill embarked in the first railroad venture which was to make him famous. This was the establishment of the Red River Transportation company, which opened up the first regular communication between St. Paul and the great grain reservoir of the Red River valley, "the bread basket of the world."

The St. Paul & Pacific railroad, which had been operated in connection with the river lines in which Mr. Hill was interested, either as owner or agent, defaulted on its bonds in 1873. This afforded Mr. Hill his great opportunity in the line of railroad development. He knew the advantages of the Red River country, and of Manitoba, and he realized that water transportation was doomed. Many another man in his position would have regarded the failure of the railroad as the failure of a system, or of an idea, and stuck to his river steamboats. But not so with Mr. Hill. The fault, he concluded, was not with the railroad, but with its shocking construction, worse management and grossly exorbitant debt.

There are outstanding \$27,000,000 of bonds on the St. Paul & Pacific railroad, a majority of which were held in Amsterdam. Mr. Hill's fortune at the time amounted to about \$100,000. How to acquire the \$27,000,000 of bonds was the problem Mr. Hill had to study. In his transportation business to Manitoba country he had become acquainted with Sir Donald Smith, a commissioner of the Hudson Bay company. To Sir Donald Smith he submitted the proposition and unfolded his plans. The hypnotic power which he had developed in later years won the hearty approval of Sir Donald, a warm adherent of the project. So did George Stephen, president of the Bank of Montreal and afterwards Lord Mount Stephen, and with them was associated Commodore Norman A. Kittens.

Mr. Hill's confidence in the undertaking was such that he invested every penny of his fortune in the enterprise. For five years he labored unceasingly, and at times it seemed as though he would never succeed. But he persevered in his negotiations, and, finally, in 1878, had acquired control of the bonds of the St. Paul and Pacific road. Then the mortgage was foreclosed and Mr. Hill and his associates came into possession of the property, which during the long receivership had degenerated to a condition little better than that predicted by Jay Gould of a certain property, "two strikes and the property is gone."

The road was promptly reorganized under the name of the St. Paul, Minneapolis & Manitoba, and construction work went on rapidly, pushing out and here and there, wherever the country extending, a lumber country there, and a lake port at some other place. It was at this time that Mr. Hill introduced his main idea of railroad construction, reducing curves and grades, and building bridges with iron, ballasting and ditching in the most approved style, providing the heaviest steel rails and the most powerful locomotives, and doing everything possible to fulfill the old ideal—to carry the heaviest load in the quickest possible time, at the least possible cost.

And then, again, there was a new idea in railroad construction adopted by Mr. Hill. He took the cost of the road, the cost of labor, and the result gave the cost of the work. There were construction companies and purchasing companies and scores of other companies to milk the property all the way along the road, and contracting companies to rob the laborers in their board and keep, and the whole train of camp followers that cling to the skirts of a construction corps were to be off and back, and the business was a costly one in modern railroad building, this course of strict honesty.

From this property of only 390 miles in length in 1878 was developed the Northern system with its 3,441 miles of road.

Reference has already been made to Hill and his methods and the desire of other roads to re-enforce their operating departments by men who have obtained their experience and cost by the same means. Among such men are W. H. Newman, president of the Lake Shore and Michigan Southern; J. D. Barr, third vice president of the Atchafalaya, Topeka and Santa Fe, who, who, who had reformed westerners for the Norfolk and Western; C. H. Warren, first vice president of the Central railroad, of New Jersey; F. D. Underwood, vice president and general manager of the Baltimore & Ohio; and the Russell Hardin, third vice president and general manager of the Missouri Pacific, who, with Mr. Warren, was taken by the Goulds to find out what was wrong with the road, and the result was the discovery and setting things going right, was taken to the Missouri Pacific to put that property in the position that it should rightly occupy. And there are many others that might be mentioned.

That so many the railroad men were taken from the Great Northern without affecting its prestige speaks well for Mr. Hill. He always has men in training, and always educating his men. It is true of his sons, James and Lewis, both graduates of Yale, who are in training to take up the work of their father. They have gone through every department of the Great Northern, and the machine shops to the executive offices, spending six months of a year in familiarizing themselves with the work of each and obtaining a practical knowledge of Hill methods. And while his sons and his men are studying Mr. Hill continues to study.

His experience with river transportation aided him in establishing his land project, and he is studying something today. What it is no one will reveal, but that it is of vast importance to the railroad world few who know the indomitable character of the man can doubt.

Mr. Hill's house, in Summit avenue, St. Paul, is one of the show places of the city, but as for himself he is a plain man, almost careless in his personal appearance and having display. He opposed strenuous objections when he was elected to celebrate the completion of the Great Northern railroad. "It will cost a lot of money," he said. "Appropriate the money, but give up the celebration. I'll add much more to the appropriation, and give a public library to each city." But the people wanted the celebration, and, much to Mr. Hill's disgust, they had it. It was a great thing, though, the connection of the Twin Cities with the Pacific ocean.

Mr. Hill's art gallery is well known as one of the finest in America. He is the owner of Ribot's painting, "Taken from the Cross," and Miller's "Clerics," which are of worldwide reputation, and in addition he has superb examples of Daubigny, Dupre,

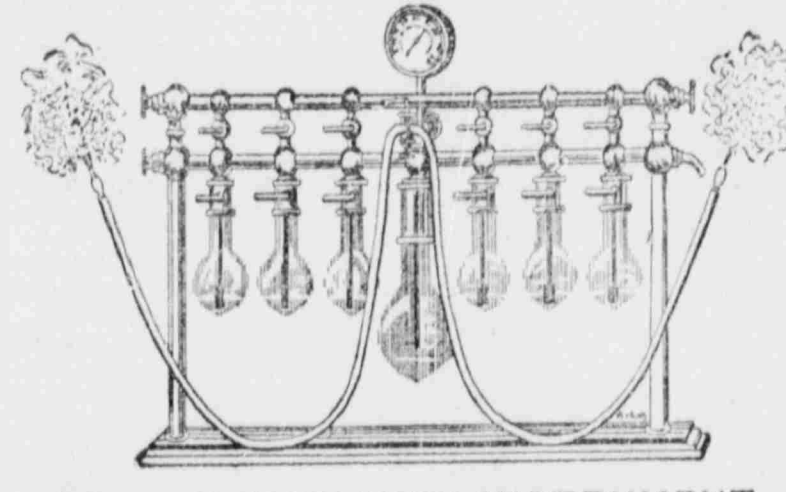
ONLY TEN DAYS REMAIN

IN WHICH TO TAKE ADVANTAGE OF DR. SHORES' SPECIAL OFFER for January, to treat all who apply before February 1st with catarrh or any catarrhal chronic disease until cured for the low fee of \$3.00 a month, all medicines and treatment furnished free. Remember you get Drs. Shores' regular \$5.00 a month treatment for \$3.00, provided you apply before Feb. 1st. Apply now.

\$3—THIS SPECIAL OFFER IS A LIMITED ONE—\$3.

This special offer is limited strictly to all those who apply this month. Drs. Shores warn the public that the \$3 rate for all Catarrhal Diseases will close January 31, and will not be renewed or extended. After that date the regular fees will be charged. AND THE PRICE FOR TREATMENT ADVANCED, so if you want to be cured for \$3, start treatment at once. If you begin at this low rate it will apply to you as long as you need treatment. Now, UNDERSTAND, ALL BEGINNING TREATMENT WITH DR. SHORES DURING JANUARY WITH ANY CATARRHAL CHRONIC DISEASES WILL BE TREATED ONE WHOLE MONTH FOR THE LOW FEE OF \$3, ALL MEDICINES INCLUDED FREE. If the case is a stubborn one and you need more than one month's treatment, \$3 a month will apply to you until you are cured, all medicines free. Come today. Come any day this month and the advantage of the remarkably low offer will be yours.

CONSULTATION FREE FOR ANY DISEASE. Office hours, daily, 10 to 5; evenings, 7 to 9; Sundays, 10 to 12.



DRS. SHORES' NEW INSTRUMENT.

This is one of the modern instruments used by Drs. Shores & Shores to carry their medicated and healing oils to the Nose, Throat, Eustachian Tubes and Lungs, curing Catarrh, Deafness, Asthma and Lung Diseases. COME and try this new invention, FREE, and get cured for \$3. All treatment and professional services furnished free. Ringing in the Ears, Spasms of Asthma, Hay Fever and Common Cold are many times cured in one treatment.

"It Soothes." "It Heals." "It Cures."

These are the expressions heard many times a day in Drs. Shores' parlors from people who have tested other treatments without benefit and find in Drs. Shores' new treatment instant relief from Catarrh, Deafness, Asthma and Lung Diseases. The patient drinks into the air passages these healing balsams and soothing oils, reaching every part of the mucous membrane of the nose, throat, eustachian tubes and lungs, like healing salve on a sore. No cutting, no cauterizing; no probing with dirty instruments, but by Drs. Shores' DIRECT CONTACT METHOD, with Drs. Shores' modern instruments, the medicated oils reach the sore spots and heal, are carried into the eustachian tubes, and the LOST HEARING IS RESTORED TO THE DEAF. The sufferer from lung diseases breathe into their lungs these SOOTHING OILS, and soreness disappears, and in many so-called helpless cases A CURE RESULTS. The spasms of Asthma are RELIEVED IN ONE TREATMENT. All made possible with Drs. Shores' new and wonderful instrument for this class of ailments.

ALL DISEASES.

Drs. Shores not only cure Catarrh, but they cure Nervous Diseases, Kidney Diseases, Bladder Troubles, Heart Diseases, Diseases of the Stomach and Bowels, Piles, Fistula and Rectal Diseases, Female Complaints, Diseases of Women and Children, Rickets, Spinal Troubles, Skin Diseases, Deafness, Asthma, Bronchial and Lung Troubles, Consumption in the first stages, Ovarian Diseases, Scatula, Rheumatism, Hay Fever, Neuralgia, Hysteria, Eye and Ear Diseases, Gout (or Big Neck), La Grippe, Lost Manhood, Blood Diseases, Scrofula and all forms of Nervous and Chronic Diseases that are curable.

DRS. SHORES TAKE NO INCURABLE DISEASES. Diseases that have baffled the skill of other Doctors and Specialists and stubbornly refused to yield to the ordinary methods of treatment in most cases are quickly subdued and mastered by these noted doctors. Prices and terms within the reach of all. Everybody who has a symptom of disease should call and consult these noted Specialists free. CONSULTATION AND EXAMINATION FREE whether you take treatment or not, for any disease.

\$3.00 a Month by Mail.

No one need be deprived of the advantages of this SPECIAL OFFER because of living away from the city. WRITE DR. SHORES AT ONCE, and you cannot call. FOR THEIR NEW SYMPTOM LIST AND QUESTION BLANKS, and take advantage of Drs. Shores' SPECIAL OFFER DURING JANUARY TO CURE CATARRH AND ALL CATARRHAL CHRONIC DISEASES FOR THE LOW FEE OF \$3 A MONTH, NO OTHER CHARGE OR EXPENSE. ALL MEDICINES FREE. This special offer goes into effect at ONCE, and holds good to ALL WHO APPLY THIS MONTH. CALL OR WRITE. CONSULTATION FREE. WHETHER YOU TAKE TREATMENT OR NOT.

Office Hours: DAILY—10 a.m. to 5 p.m. EVERY EVENING—7 to 9 o'clock. SUNDAYS 10 a.m. to noon.

Drs. Shores & Shores,

EXPERT SPECIALISTS.

HARMON BLOCK, Entrance, Room 210. SALT LAKE CITY, UTAH. 34 East Second South St.

Delacroix, Diaz, Corat, Fromentin, Deceun, Troyon, Cazin, Henner and many others.

SAME OLD FAKE.

Story of Death of Aguinaldo Has Been Told Many Times.

"This is about the fortieth time Aguinaldo has been killed," laughed Senator Sixto Lopez, the Filipino envoy, when he was shown the report that the insurgent leader was dead, which had come through President Wheeler of the University of California and was based upon the statements of Filipino students in his charge.

"Of course I cannot say that Aguinaldo is not dead any more than you can say President McKinley is alive at this minute," continued Mr. Lopez, "but I think it would be very foolish to attract any importance to the prattle of these school children. I know the Buencamino family in Manila, and I am certain they are not in a position to be entrusted with great secrets by the Filipinos. Before the Americans came Buencamino was very loyal to the Spaniards. Then he became a Filipino leader for a short time, and now he is an American."

"Do you think it is likely he could get information of this kind so long before it came to the ears of General MacArthur? All that I can say definitely about the matter is that Aguinaldo was alive when I received my last advice."

"But the death of Aguinaldo would really not make so very much difference in carrying on the campaign. There are other generals in the field who are just as capable as Aguinaldo, and if he were killed the war would go right on just the same."

"Indeed, there is a very strong element among the aristocracy of the Philippines who would prefer to have a leader of their own class. Aguinaldo was not a member of the aristocracy, but his services have been so great that he has been made to him on that account. If he could be succeeded by a member of the aristocracy, however, it would give satisfaction in a great many quarters.—Chicago Inter-Ocean.

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TO RIVAL CARNEGIE'S FINE HOME.

Henry Phipps, the Pittsburg Millionaire, Who Has Invested in Much Salt Lake Real Estate, to Build One for \$1,500,000.

The New York World publishes this story of Henry Phipps, the Pittsburg millionaire, who was on a recent visit to Salt Lake and who showed his faith in this city by buying large holdings of real estate here, both of a business and residence character.

Henry Phipps of Pittsburg, the partner of Andrew Carnegie, bought a \$500,000 plot for a mansion yesterday on upper Fifth avenue, three blocks south of the Ninetieth street block, on which the Carnegie palace is nearing completion. Mr. Phipps will at once begin construction of a mansion to cost \$1,500,000.

The Eighty-seventh street corner bought by Mr. Phipps was sold by ex-Congressman Perry Belmont, Mr. Belmont yesterday approved plans by architect Whitney Warren for his own new mansion, which will occupy the block north corner of Fifth avenue and Ninety-second street. It will represent a \$500,000 outlay.

Mr. Phipps' broker was Herbert A. Sherman, who also acted for Andrew Carnegie, two years ago when the steel king bought the two Fifth avenue block fronts extending from Ninetieth to Ninety-second street. Mr. Belmont's valuable corners were both bought and sold him by John N. Golding.

The transactions created a great boom in upper Manhattan's Row, following closely the sale of plots on the north side of Ninety-first street, facing the new Carnegie palace, by Mr. Carnegie to William D. Sloane, and the preparation of plans for two handsome residences as gifts to Mr. Sloane's married daughters.

The Perry Belmont corner sold to Mr. Phipps has a fifty-foot frontage on the avenue, and 140 feet on the north side of Eighty-seventh street. It had been bought by Mr. Belmont a year ago at \$500,000. Mr. Sherman now buys it for Mr. Phipps at a fair advance. It includes the right of way over a ten-foot alley and the 25x100 foot lot adjoining on the street. To enlarge the mansion site, Broker Sherman also bought of Jerome S. Ely & Co., representing E. H. Van Ingen & Co., the two lots adjoining on Fifth avenue, 50x100 feet. This gives Mr. Phipps a corner site with 160 feet on the avenue and 175 feet on the street. The purchases, involving over \$500,000, were for cash. They were made simultaneously.

This sale of the two lots north of Eighty-seventh street for the Van Ingen makes the third property that Mr. Phipps has sold within the last two years. He first sold them to E. G. Havemeyer for \$100,000, then for Mr. Havemeyer to Van Ingen & Co. for \$125,000, and now to Mr. Phipps at \$200,000. Mr. Sherman also sold for Charles A. Gould last week the plot of six lots on the south side of Ninetieth street, opposite Mr. Carnegie's residence. These were also bought by mansion builders of the "490."

JAMES J. HILL.

Railroad and Steamship Owner, a Man of Wide Education.

There is something of the quality of the hypnotist about James J. Hill, and gradually that influence which induced a man some years ago to say, "You must either agree with Jim Hill or kill him," is spreading over the entire railroad and financial world, says the St. Louis Republic. It has grown marvellously of late, and all Wall Street is pining under the spell, so much so that a simple announcement, made a few days ago, that he and his friends had joined a board of directors and purchased stock in another corporation raised up shivers of these properties among.

It is rare quality for a man to possess to inspire confidence among thousands of men, to hundreds of whom he is unknown. Mr. Hill possesses that quality to a high degree. His results with the Great Northern road were such as to reflect in Northern Pacific, Baltimore & Ohio when he associated with that property, to revivify it at a later period, and to stimulate a splendid property as Chicago, Kansas & St. Paul when it became known that he and his associates had become heavily interested in the stock of the company.

To call Mr. Hill a railroad genius would limit his qualities within too narrow a field. To be sure, he is best known as such, but with that dominant side he is a master also in many fields as a judge of paintings as well as of men, an authority on gems, horticulture, as on lake transportation; horticulture, and he has received his attention, and covered the broad horizon of the world's great northwest. His belief in large quantities throughout Minnesota to improve the breed of cattle, and has often been said in that State that

"Jim Hill's black bulls own the legislature of Minnesota."

Not so many years ago Mr. Hill was regarded by some of the Wall street contingent with whom he came in contact in somewhat the light of a charlatan. Not that there was anything that suggested the juggler or mountebank about the somewhat short, stockily built man whose deep chest and broad shoulders are surmounted by a grand head, covered with a shock of hair, and from which two eyes peer out under bushy brows, but then he had made the statement that a railroad could be run and maintained at from 50 to 55 per cent of its earnings, and probably less. It was a startling proposition.

"Ridiculous," cried Wall street. "Absurd." "Nonsensical." "Mere bookkeeping." "Jugglery of figures," with one accord railroad and financial experts turned to their books and their records, and showed that the average of operating expenses to earnings of all the roads in the country was but a trifle short of 70 per cent, and that when the roads were rated for less they were peculiarly favored, or had been marked out for inevitable bankruptcy and the protecting care of courts and receivers.

Some men there were who fell under the hypnotic spell at the outset. They have never had cause to regret it. How could they, when from operating expenses of 55.53 per cent in 1895, for the Great Northern road, there had been decreased in 1899 to 48.62 per cent; while at the same time the property was maintained in a magnificent physical condition, had increased its lines, facilities and adjuncts, and had, while showing an ever growing surplus, increased its dividends from 4 to 5 per cent, from 5 to 6, and then from 6 to 7?

Hill methods are the methods that all companies are adopting today and Hill men, the graduates of that training school, the Great Northern railroad, are the men that are sought after by other railroad companies.

What is the secret of Mr. Hill's suc-

DANGER SIGNALS.

If any of these danger signals fit your case, come and consult Drs. Shores at once and be cured for the low rate of \$3.00 a month. Medicines and treatment furnished free to all who apply at once.

The Head and Throat.
This form of Catarrh is most common—resulting from neglected colds—quickly cured with little cost by Drs. Shores' famous treatment.
"Is your nose stopped up?"
"Do you have a bad cough?"
"Is there pain in front of head?"
"Do you sleep with your mouth open?"
You can be easily cured now—don't let it run into complications.

The Bronchial Tubes.
When Catarrh of the head or throat is neglected or wrongly treated, it extends down the windpipe into the bronchial tubes, and after awhile attacks the lungs. Quickly cured with little cost by Drs. Shores' famous treatment.
"Have you a cough?"
"Do you take cold easily?"
"Have you pain in the side?"
"Do you spit up little cheesy lumps?"
"Do you feel you are growing weaker?"
Don't risk neglecting these warnings—stop the disease before it reaches the lungs.

Of the Ears.
Catarrh extending from the throat along the eustachian tubes into the ears, causing partial or complete deafness. Quickly cured with little cost by Drs. Shores' famous treatment.
"Is your hearing failing?"
"Do your ears discharge?"
"Is the wax dry in your ears?"
"Do you hear better some days than others?"
"Is your hearing worse when you have a cold?"
Don't neglect this until your hearing is irreparably destroyed. Drs. Shores can cure you.

Kidney Disease.
results in two ways, by taking cold and by overworking the kidneys in separating from the blood the Catarrhal poisons which affect all organs. Quickly cured with little cost by Drs. Shores' famous treatment.
"Do your hands and feet swell?"
"Is it noticed more at night?"
"Is there pain in small of back?"
"Is the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Do you have to get up often at night?"
"Is there a deposit in urine if left standing?"
Don't neglect these signs and risk Bright's Disease killing you. Cure it now.

Liver Disease.
The liver is affected by Catarrhal poisons extending from the stomach into the ducts of the liver. Quickly cured with little cost by Drs. Shores' famous treatment.
"Do you get fatigued?"
"Have you cold feet?"
"Do you feel miserable?"
"Do you get tired easily?"
"Do you have bad flashes?"
"Are your spirits low at times?"
"Do you have rumbling in bowels?"
These are the seven simple signs indicating disease of the liver. If you have any or all of them seek Drs. Shores now and be cured.

Of the Stomach.
Catarrh of the stomach is usually caused by swallowing mucus, which drops down from the head and throat at night. Quickly cured with little cost by Drs. Shores' famous treatment.
"Do you have nausea?"
"Do you belch up gas?"
"Are you constipated?"
"Is your tongue coated?"
"Does constant bad taste in the mouth?"
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GARDNER DAILY STORE NEWS:



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